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NORTHWEST REGIONAL MULTI-AGENCY OIL AND HAZARDOUS MATERIALS POLLUTION CONTINGENCY PLAN

Federal Water Pollution Control Administration
Portland, Oregon

January 1969

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January 1969

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United States Department of the Interior
Federal Water Pollution Control Administration
Northwest Region

REGIONAL INFORMATION OFFICE

NORTHWEST REGIONAL MULTI-AGENCY OIL AND HAZARDOUS MATERIALS POLLUTION CONTINGENCY PLAN

United States Department of the Interior
Federal Water Pollution Control Administration, Northwest Region

January 1969

The Northwest Regional Multi-Agency Contingency Plan provides a mechanism for coordinating the Federal response to a major spill of oil or hazardous materials.

Regional agencies reviewing this plan include:

Federal Water Pollution Control Administration

13th District U. S. Coast Guard

North Pacific Division - Corps of Engineers

Department of Health, Education & Welfare

Office of Emergency Preparedness

State of Oregon

State of Washington

State of Idaho

State of Montana

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NORTHWEST REGIONAL MULTI-AGENCY OIL AND HAZARDOUS MATERIALS POLLUTION CONTINGENCY PLAN

I. INTRODUCTION

On June 7, 1968, the President issued a memorandum directing the Secretary of Interior to assume primary responsibility for completing, at the earliest possible date, utilizing the special capabilities of the Departments of Transportation and Defense, a National multi-agency contingency plan for responding to major oil spill emergencies. Each Regional plan submitted will become an integral part of the National plan for combating major spills of oil or other hazardous materials.

(a) Purpose and Objectives

The objective of this document is to present a plan which will establish a workable chain of authority and responsibility among local, State, and Federal agencies involved in controlling and cleaning up a major spill of oil or other hazardous materials that may occur in the Pacific Northwest Region, which includes the States of Washington, Oregon, Idaho, and Western Montana. A separate contingency plan is being developed for the State of Alaska.

(b) Scope

This plan is for all U. S. navigable waters located within the Federal Water Pollution Control Administration (FWPCA) Pacific Northwest Region. Greater emphasis is placed on those waters used

to transport large quantities of oil and other hazardous materials.

(c) Responsibilities

Agencies having primary responsibility in the problem under consideration are shown in Appendix I, while Appendix II outlines the general Plan of Response to a major spill. Relative positions shown on the chart are those which will be initially assumed in the occurrence of a major spill. Necessary changes will be made as the case progresses. Following is a discussion of the responsibilities of each listed agency or group of agencies. Appendix V lists the capabilities of each participating agency and will be updated continually.

U. S. Coast Guard (USCG) (Department of Transportation)

The USCG will be OSC for those designated waters in addition to supplying the faci ities for communications at the Regional Operations Center (ROC). Expertise in the fields of navigation, port safety and maritime law enforcement, surveillance mobility, assisting in investigations and on-scene control of navigation will also be the responsibility of the USCG.

Department of Defense (DOD)

Military assistance in critical pollution incidents, maintenance of navigation channels, and the issuance of contracts for salvage and removal of obstructions and major cleanup operations may be made through the DOD. Direct requests for such action should come from the On-Scene Commander (OSC).

Office of Emergency Preparedness (OEP)

Until such time as a pollution emergency is declared a major disaster by the President under Public Law 81/875, OEP will serve as an advisor to the OSC and will be kept advised of all happenings. Upon the declaration of a major disaster, OEP will assume the leadership role in coordinating Federal actions and the issuance of any necessary directives to Federal agencies for actions that may exceed their existing statutory authorities.

Federal Water Pollution Control Administration (FWPCA)

The FWPCA will coordinate their recommendations for action with the recommendations of sister Department of the Interior agencies, the U. S. Public Health Service (USPHS), and the appropriate State water pollution control agencies. The wishes of these agencies will be expressed to the OSC by the FWPCA. (In order to keep to a minimum the number of agencies with which the OSC must confer, it is essential that these agencies be represented through one spokesman.)

Publicity from the Regional level is to be handled at the ROC by the FWPCA Public Information Officer, with all news releases originating from the ROC.

(d) Activation of Plan

The operations centers will not be activated until the spill has been found to be of major proportions and not containable by local resources. The location and extent of the spill will determine the need for specific operations centers. Containment and cleanup

operations could require multi-agency participation for several weeks or months.

Minor spills will be taken care of through the same cooperating agencies, but without the rigid chain of authority required on major spills. Minor spills, for the purpose of this plan, are defined as those not creating hazards to public health and safety; those confined to small areas with little chance of expansion; and those not requiring major efforts for cleanup. These will be handled by the responsible State or Federal agency in the most convenient position to do so. Past experience has shown this to be a satisfactory method of dealing with minor cases of oil pollution. The determination as to the magnitude of the spill will be made by the OSC. Major spills will be handled through the ROC reporting directly to the National Joint Operations Center (JOC), Washington, D. C.

Financial Resources - The need to initiate prompt actions upon notification of a major spill necessitates an immediate source of funds. The FWPCA has available $10,000 which will be used to begin surveillance and containment procedures. After determining that the spill is of major proportion, the OSC will request additional funds through the National JOC.

II. Organization and Function

(a) The Northwest Regional Plan will follow the outline of the National Plan, relying upon the participating agencies to coordinate their respective regional activities so as to function effectively during a major spill.

(b) The Regional Operations Team (ROT) consists of representatives of USCG, DOD, FWPCA, and OEP, acting as an emergency-response team in the event of a major pollution incident.

The Regional Operations Center (ROC) will be located at the 13th USCG Headquarters, Seattle, Washington. This top-level operation center would include the USCG as OSC, the DOD, the OEP, and the FWPCA. On-scene locations would be the nearest Coast Guard station, where air transportation and communication facilities are available. A list of those stations is attached in Appendix III. This plan proposes three basic levels of operation centers. Two possible locations for each level are discussed below.

First consideration should be given to locating the centers as closely as possible to the problem. The second center for each level of operation located away from the scene may not be necessary if adequate on-scene facilities are available. A second-level operations center would include the FWPCA, other interested Department of the Interior agencies, the DHEW, and the water pollution control agency for the affected State. Locations for this operation would be near the first-level on-scene center, and, if needed, in the FWPCA Regional Office in Portland.

A third-level operations center would be composed of State agencies headed by the State water pollution control agency responsible for the State's actions. Locations for this center would be on -scene as near as possible to the second-level operations center

and, if necessary, at the central office of the lead agency.

(c) On-Scene-Commander (OSC) shall be the first responsible Federal official on the scene representing any of the agencies on the ROT. Upon notification of a major disaster, the OSC shall assume the following duties:

(1) Responsibility for coordination of activities under the plan until one of the predesignated officials listed below becomes available to take charge.

Upper Columbia River - Should a spill occur above Bonneville Dam, the North Pacific Division, Corps of Engineers, shall become OSC.

Lower Columbia River, Oregon and Washington Coastal Waters and Puget Sound - The Commander, 13th USCG District, Seattle, Washington, will assign the OSC for these waters.

Until such time as the ROT agrees to a change, the above representatives will remain as OSC.

(2) Initiate and direct Phase II operations and direct Phase III operations as hereinafter described.

(3) Determine pertinent facts about a particular incident, such as the nature, amount, and location of material spilled, probable direction and time of travel of the material, resources and installations which may be affected and the priorities for protecting them.

(4) Call upon and direct the deployment of needed resources in accordance with the regional plan to initiate and continue containment, countermeasures, cleanup, restoration, and disposal functions.

(5) Provide necessary support activities and documentation for cost recovery and enforcement functions.

(6) In carrying out this plan, the OSC will report to and coordinate closely with ROT to ensure the maximum effectiveness of the Federal effort in protecting the natural resources and environment from pollution damage.

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(7) It is recognized that in some cases the OSC, particularly where he is a Coast Guard Officer, may have other functions such as search and rescue, or fire control and safety which must be performed along with pollution control functions.

(d) State Water Pollution Control Agencies will be responsible for the coordination and notification of all affected State Government agencies within their respective States.

The participating States' water pollution agencies will coordinate directly with other State and local groups, centralizing their particular capabilities. As the respective States progress in developing plans to utilize the resources available in their areas, this information will become a part of the Regional Plan. The direct involvement of State and local resources will be initiated through the Directors of the State programs.

These agencies will be the single spokesman to the FWPCA for all other State agencies. However, in the case that State funds become available for cleanup, these agencies would be expected to have direct responsibility for their allocations.

(e) Local and private organizations will become a part of the Regional Plan as it is further developed by the State agencies. Information as to equipment and resources capabilities at the local level will be gathered by the State water pollution agencies and consolidated into the Regional Plan.

Contact will be maintained with the State water pollution agencies in developing this inventory.

(f) Communications, after initial contact or notification of a spill, will follow the lines shown on the chart with the flow of information going both directions. As the Regional Contingency Plan is further developed, the chart will be enlarged by including submittals of those agencies connected with OEP, DOD, the USPHS and the State WPC Agencies. It will be the responsibility of these agencies to obtain this information for inclusion into the regional plan.

The persons listed in Appendix III shall be notified as soon as possible after a major spill. In line with Regional notification, contact shall be initiated with Headquarters, FWPCA, which will notify the JOT.

(g) National, Regional, and Subregional overlaps:

It is expected that at Headquarters international coordination will be obtained between the U. S. Government and Canada in waters off the coast of Washington. Initial contact will probably be made by the USCG and the Canadian Coast Guard in these waters should a major spill occur. As this coordination is developed at Headquarters, it will be indicated in the plan.

A major spill reported off the Southern Oregon coast will result in immediate notification of the Southwest Regional FWPCA office. Further notification of interested participating agencies will be the responsibility of that office.

(h) Enforcement:

The legal responsibility of each participating agency as to its legal jurisdictions will be determined within the agency. When a major spill occurs, the legal representatives of each agency will

immediately be notified by those persons within their respective organizations in order that legal procedures may begin with a minimum of delay. Enforcement procedures will fall, primarily, under the Oil Pollution Act or the Corps of Engineers Refuse Act of 1899. Collection of evidence during a major spill will be the responsibility of the USCG. Other agencies on the ROT will assist the Coast Guard so as to accomplish this task with a minimum of delay with all reports and evidence being appropriately forwarded to the U. S. Attorney's office.

III. Subregional Areas and OSCs

(a) Lower Columbia River, Oregon, and Washington Coastal Waters:

Subregional areas will be established with Headquarters at USCG stations near major port areas. A list of these stations with duty numbers is attached in Appendix III. Each subregion will coordinate activities within an area so as to overlap the adjoining subregions.

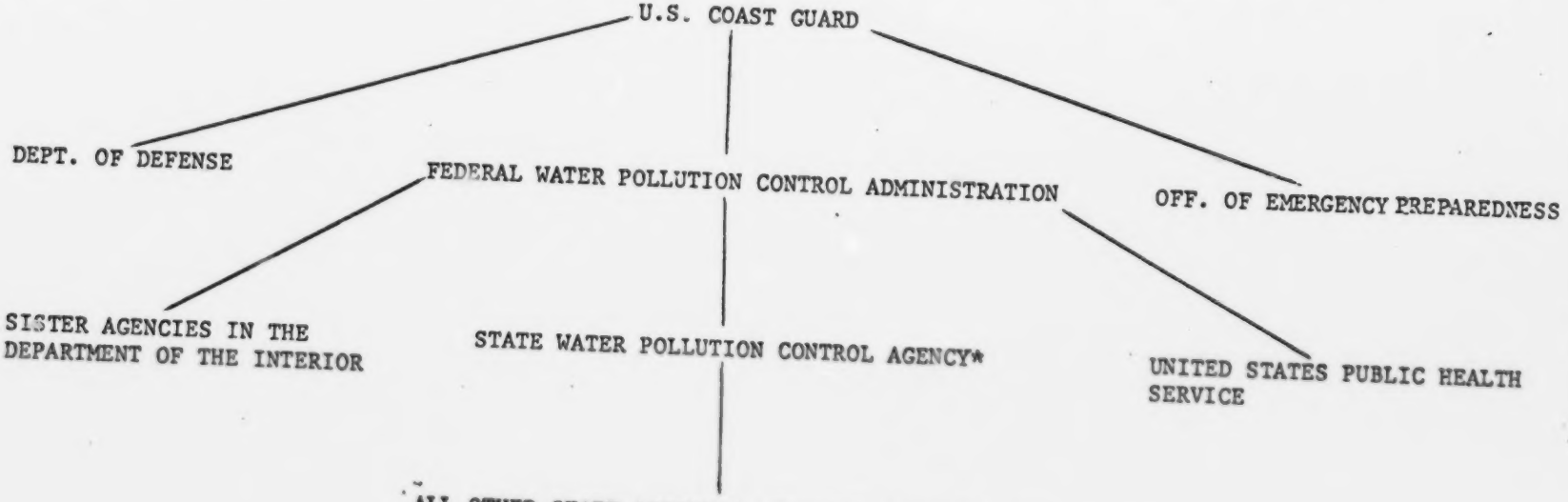
(b) Upper Columbia River:

Above Bonneville Dam, the subregional Headquarters will be established at the multi-purpose Dam Project offices located along the Columbia and Snake Rivers as indicated on the basin map.

The subregional plans will be developed by FWPCA to conform with the Regional Plan. A program outlining local capabilities and resources available will be included, along with specific operational procedures as they are developed. (Appendix IV).

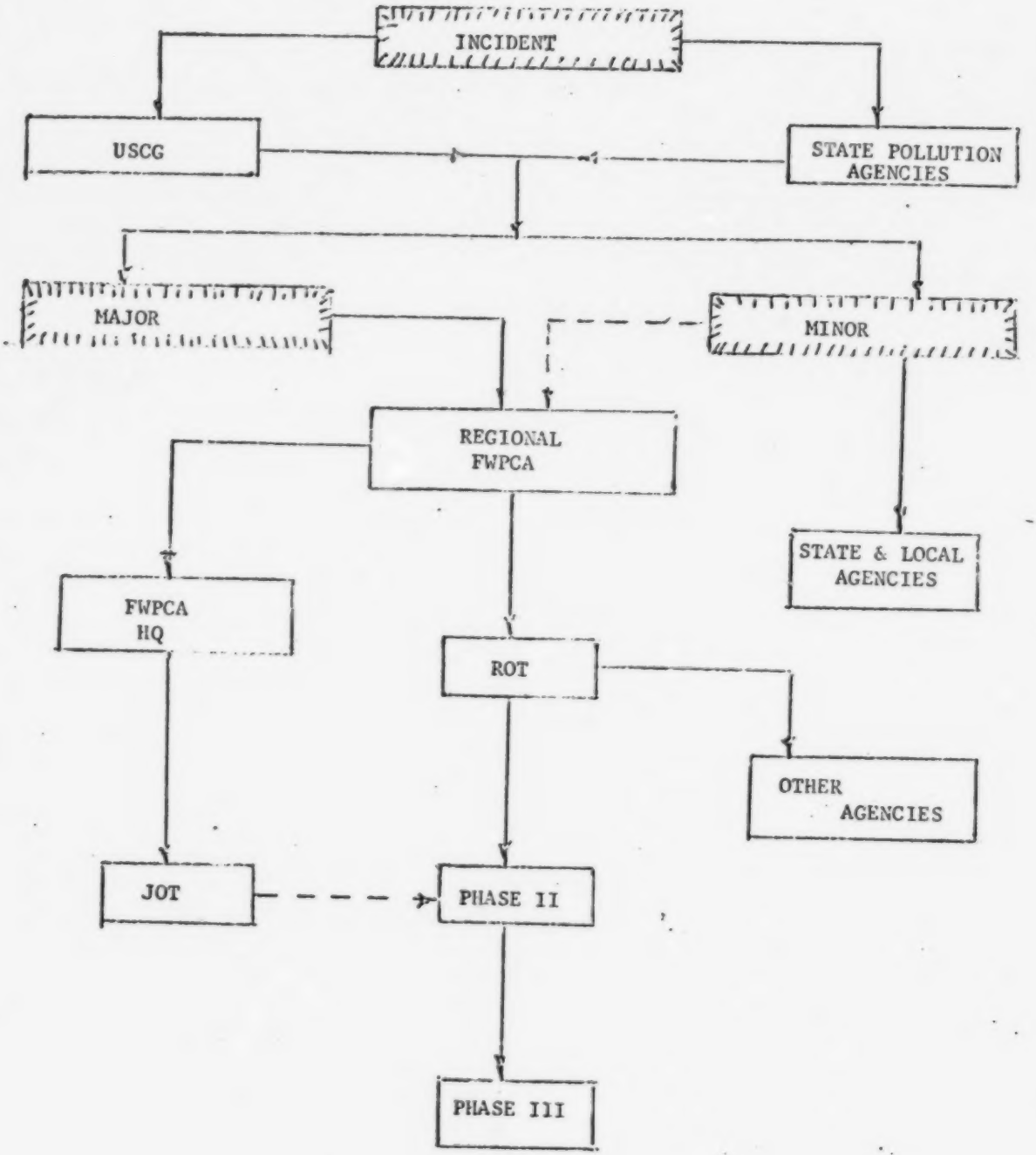
CONTINGENCY PLAN FOR THE NORTHWEST REGION

Three Levels-of-Operation Centers


U.S. COAST GUARD
DEPT. OF DEFENSE
FEDERAL WATER POLLUTION CONTROL ADMINISTRATION
OFF. OF EMERGENCY PREPAREDNESS
SISTER AGENCIES IN THE DEPARTMENT OF THE INTERIOR
STATE WATER POLLUTION CONTROL AGENCY*
UNITED STATES PUBLIC HEALTH SERVICE
ALL OTHER STATE AGENCIES, CITIES, COUNTIES, ETC.

*The state of Alaska will communicate directly with the U.S.C.G. rather than through the FWPCA.

APPENDIX I



PLAN OF RESPONSE -- NORTHWEST REGIONAL CONTINGENCY PLAN

APPENDIX II

A P P E N D I X III

ALERTING SYSTEM & TELEPHONE NUMBERS

FEDERAL WATER POLLUTION CONTROL ADMINISTRATION

Washington, D. C.

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE
FWPCA - Washington, D.C.	Kenneth E. Biglane	301-262-9147	202-962-3198 202-963-7701 conf.202-963-5593
FWPCA - Washington, D.C.	Ernst P. Hall	703-481-1971	703-557-7651
FWPCA - Washington, D.C.	Richard Hess	301-627-4624	703-557-7651
FWPCA - Washington, D.C.	Robert Haywood, Jr.	202-638-1507	202-963-5840 202-962-1643
FWPCA - Washington, D.C.	Lehn J. Potter	301-946-0763	202-963-5709
FWPCA - Washington, D.C.	Edmund J. Grant	703-738-8008	202-962-1591

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FEDERAL WATER POLLUTION CONTROL ADMINISTRATION

NORTHWEST REGIONAL OFFICE
Portland, Oregon

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE Ext.
FWPCA - Portland, Oregon Regulatory Programs	Bryan M. Johnson, Director	503-646-5882	503-226-3361 2112
FWPCA - Portland, Oregon Regulatory Programs	James C. Willmann, Sanitary Engineer	503-644-1425	503-226-3361 2112
FWPCA - Portland, Oregon	Earl N. Kari, Deputy Reg. Dir.	503-636-6105	503-226-3361 1921
FWPCA - Portland, Oregon	John J. Vlastelicia, Chief, Technical Assistance & Investigations Branch	503-755-3808	503-226-3361 1921
FWPCA - Portland, Oregon	W. James Sweeney, Sanitary Engineer	503-695-7829	503-226-3361 2112
FWPCA - Portland, Oregon	Kenneth H. Mosbaugh, Sanitary Engineer	503-646-2097	503-226-3361 2112
FWPCA - Corvallis, Oregon Water Quality Laboratory	Dr. A. F. Bartsch, Chief Eutrophication Research		503-752-4281 4314
FWPCA - Portland, Oregon Water Quality Laboratory	Nick Malueg, Chemist		503-226-3361 1409

UNITED STATES COAST GUARD DISTRICT 13

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	Ext.
USCG - Seattle, Washington Administrative	Chief, Operations Division		206-624-2902	203/4
Operations Division	Chief, Intell. & Law Enforce.		206-624-2902	235
USCG - Seattle, Washington EMERGENCY	Duty Officer, Rescue Coord.		206-624-2902	
	Captain of the Port (Pier 91)		206-624-2215 206-283-5200	
USCG - Portland, Oregon	Captain of the Port		503-285-4564	
USCG - Astoria, Oregon Shore Unit	Group Commander		503-861-2242	
USCG - Port Angeles, Wash. Shore Unit	Group Commander		206-457-4401	

CORPS OF ENGINEERS - NORTH PACIFIC DIVISION

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
C/E - North Pacific Division 210 Custom House Portland, Oregon	Division Engineer		503-226-3361	2500
C/E - Portland District Portland, Oregon	District Engineer		503-777-4441	200
C/E - Seattle District Seattle, Washington	District Engineer		206-682-2700	300
C/E - Walla Walla District Walla Walla, Washington	District Engineer		509-525-5500	100

OFFICE OF EMERGENCY PREPAREDNESS

Region 8

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
OEP - Bothell, Washington	Raymond H. Willman, Natural Disaster Coordinator	206-259-3541	206-486-0721	0292
OEP - Bothell, Washington	Creath A. Tooley, Reg. Dir.	206-659-6774	206-486-0721	0284
OEP - Bothell, Washington	Loren G. Strawn, Reg. Rep.	206-362-4074	206-486-0721	0290
OEP - Bothell, Washington	John L. Makey, Reg. Rep.	206-252-5672	206-486-0721	0291
OEP - Bothell, Washington	Henry I. Molter, Reg. Rep.	206-353-0366	206-486-0721	0293

U. S. DEPARTMENT OF THE INTERIOR AGENCIES

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
Bureau of Commercial Fisheries, Seattle, Washington	John B. Glude, Dep. Reg. Dir.		206-583-7575	
Bureau of Commercial Fisheries, Seattle, Washington	Dr. Gerald B. Collins, Lab. Dir.		206-583-4445	
National Park Service, San Francisco, California	John A. Rutter, Reg. Dir.			
Bureau of Sport Fisheries & Wildlife, Portland, Ore.	Jack E. Hemphill	503-645-2296	503-234-3361	268
Bureau of Sport Fisheries & Wildlife, Portland, Ore.	Clary E. Crawford	503-292-6881	503-234-3361	253
Bureau of Land Management, Portland, Oregon	Daniel P. Baker, Acting Dir.			

USDI - SOLICITORS OFFICES

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
USDI - Office of the Solicitor - Portland, Ore.	Leon Jourolmon	503-255-4769	503-234-3361	475
USDI - Office of the Solicitor - Portland, Ore.	Fred March	503-761-6439	503-234-3361	538
USDI - Office of the Solicitor - Portland, Ore.	Fred Grant	503-636-2690	503-234-3361	761
USDI - Office of the Secretary - Portland, Ore.	Joe D. Dwyer		503-234-3361	1008

U. S. ATTORNEYS

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
Portland, Oregon	Sidney I. Lezak		503-226-3361	1531
Portland, Oregon	Jack G. Collins		503-226-3361	1531
Seattle, Washington	Judge Eugene G. Cushing	206-282-4775	206-583-4735	
Seattle, Washington	Albert E. Stephan	206-282-1421	206-583-4735	

U. S. PUBLIC HEALTH SERVICE

AGENCY	NAME	TELEPHONE	
		HOME	OFFICE
DHEW - Portland, Oregon	Francis L. Nelson	503-646-1592	503-226-3751
DHEW - San Francisco, Calif.			415-556-5678
DHEW - Washington, D. C. Emergency Service - Poisons			202-963-7512
DHEW - San Francisco, Calif. Contamination-less-than-emergency			415-556-5678

IDAHO DEPARTMENT OF HEALTH

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
Idaho Dept. of Health, Boise, Idaho	Vaughn Anderson		208-344-5811	362

MONTANA DEPARTMENT OF HEALTH

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
Montana Dept. of Health, Helena, Montana	C. W. Brinck	406-442-2726	406-442-3260	221
Montana Dept. of Health, Helena, Montana	Donald G. Willems	406-442-9722	406-442-3260	221
Montana Dept. of Health, Helena, Montana	A. W. Clarkson	406-442-7213	406-442-3260	221

OREGON STATE SANITARY AUTHORITY

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE	EXT.
OSSA - Portland, Oregon	Kenneth H. Spies		503-226-2161	228
OSSA - Portland, Oregon	E. J. Weathersbee		503-226-2161	228

WASHINGTON WATER POLLUTION CONTROL COMMISSION

AGENCY	NAME	TELEPHONE HOME	TELEPHONE OFFICE
WWPCC - Olympia, Wash.	James P. Behlke		206-753-6877
WWPCC - Olympia, Wash.	Jerry Bollen		206-753-6896
WWPCC - Olympia, Wash.	Jerry Harper		206-753-6884
WWPCC - Seattle, Wash. (King County & North)	Bob McCormick	206-232-2869	206-722-0666
WWPCC - Olympia, Wash. (Clallum County & S. to Columbia River)	Waite Dalrymple	206-352-9997	206-753-6885
WWPCC - Spokane, Wash. (East of the Cascade Mts.)	Tom Haggarty	509-924-0155	509-624-7414
WWPCC - Olympia, Wash.	Gene Asselstine	206-491-2739	206-753-6888
WWPCC - Olympia, Wash.	Ron Pine	206-491-1249	206-753-6891

RESOURCE AVAILABILITY FOR USE IN CONTINGENCY PLANNING TO HANDLE LARGE OIL SPILLS

Prepared by

Robert D. Shankland
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United States Department of the Interior
Federal Water Pollution Control Administration
Northwest Region
Pacific Northwest Water Laboratory
200 South 35th Street
Corvallis, Oregon 97330

August 1968

APPENDIX IV

DEPARTMENT OF THE INTERIOR
FEDERAL WATER POLLUTION CONTROL ADMINISTRATION
POLICY ON THE USE OF
CHEMICALS TO TREAT FLOATING OILS

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1. Chemicals should not be used to emulsify, disperse, solubilize, or precipitate oil whenever the protection or preservation of (a) fresh water supply sources, (b) major shellfish or fin fish nurseries, harvesting grounds or passage areas, or (c) beaches is a prime concern.

   Such chemicals should only be used in those surface water areas and under those circumstances where preservation and protection of water related natural resources is judged not to be the highest priority or where a choice as to resource preservation may make the use of such materials a necessary alternative.

2. Examples of areas and circumstances where the use of such chemicals might be acceptable are:

   a. where fire or safety hazards are presented by the spill of a petroleum product;

   b. where large numbers of waterfowl may perish because of the proximity of floating oil;

   c. under certain conditions, as a "polishing" or final clean-up of light slicks of oil following mechanical removal of floating oils.

3. Chemicals that emulsify, disperse, solubilize or precipitate oil should be used only under the immediate supervision of the Federal Water Pollution Control Administration except where it is judged that fire or safety hazards require the immediate application of such chemicals.

4. When chemical compounds are used in connection with oil clean-up, only those compounds exhibiting minimum toxicity toward the aquatic flora and fauna should be used. The Federal Water Pollution Control Administration is now developing and will soon issue a standard procedure for determining the toxicity of such chemicals.

5. Materials which aid in the collection of floating oils such as sorbents, gellants and viscosity control additives are considered to be generally acceptable providing that these materials do not in themselves or in combination with the oil increase the pollution hazard.

6. Research and development to improve chemicals which emulsify, disperse, solubilize or precipitate oil is encouraged. Whenever it is demonstrated to the complete satisfaction of the Federal Water Pollution Control Administration, that such a chemical, by itself and in combination with oil is non-toxic its use may be approved in the areas where the protection or preservation of (a) fresh water supply sources, or (b) major shellfish or fin fish nurseries, harvesting grounds or passage areas is a prime concern.

July 5, 1968

In a memorandum of May 29, 1968, and subsequent meeting of July 2, 1968, the Regulatory Programs Section, Northwest Region, requested that the Technical Programs Branch conduct an inventory of resources available for handling large oil spills in the coastal areas of Oregon and Washington. A report was to be submitted by October 1, 1968. In a progress meeting on August 21, 1968, it was decided that the Technical Programs Branch would stop collecting information, summarize its findings to date, and make suggestions for completing the inventory.

Presented herein is a selective summary of the information collected during July and August. The information was obtained from a variety of sources, including private companies, business and trade associations, and various government agencies. The telephone proved to be the most expedient means of communication. Hand written summaries of most telephone calls are in the folder titled "Oil Spills - Telephone Conversations". All written correspondence should be included in the various folders accompanying this report. While the information collected during July and August does not nearly represent a complete inventory, it does give a good idea on the availability of some equipment and materials. In addition, it gives valuable leads for completing the inventory.

Railroad service in the coastal areas of Oregon and Washington:

The Oregon and Washington Railroad Associations were contacted for information on this subject. The folder titled "Oil Spills - Railroads" contains maps and booklets showing where railroad service is available. It should be noted that rail service is rather limited along the coast of Oregon and very limited on the Olympic Peninsula. The east side of Puget Sound appears to have good rail service. Also included in the folder is a list of railroads providing service in the subject area. Some of the railroads should be contacted to find out who to contact in case of need for emergency service. It would most likely be the chief dispatcher for that area.

Straw Mulchers - Blowers:

This type of equipment is capable of mulching baled straw and blowing it through a gun or hose. The effective range depends on the particular piece of equipment and length of hose or tubing used. It was learned that the Oregon and Washington Highway Departments, a landscape contractor in Lynwood, Washington and a landscape contractor in the Portland area, have straw mulchers-blowers. Table 1 lists the owners and their equipment. It might be worthwhile to determine if there are any more mulchers-blowers in Western Oregon and Washington.

TABLE 1

Straw Mulchers - Blowers in Parts of Oregon & Washington

Oregon

Portland

AIchele Sol, Landscape Contractor 11360 S.E. Stevens Road 654-8816 Mr. Aichele	2 "Finn" mulchers - trailer mounted Max. capacity - 5-6 tons/hr Range: effected by wind 100-150' without hose 300' with hose Rental: $40/hr for mulcher, operator, & truck.

Salem

Oregon Highway Department Salem, Oregon John Sheldrake 364-2171 Ext 1235 Maintenance Division	"Finn" Mulcher - trailer mounted Assume they are same type as listed under Portland

NOTE: Arrangements for emergency use of Highway Dept. equipment will normally be handled by the Oregon Department of Emergency Services (Civil Defense) in Salem 364-2171 Ext 641
After 5PM & Sat, Sun & Holidays 364-6851

Washington

Lynnwood - North of Seattle

Spragues Inc., Landscape Contractors 6605 196th SW 776-0113 Home phones of company personnel 774-1165 776-5579	1 "Finn" Mulcher - trailer mounted 1 - 6 wheeled, self propelled mulcher Range - 80' without hose up to 300' with hose Rental - depends on time, etc.

Olympia

Washington State Highway Dept. Landscape Section, 753-6165	1 "Finn" mulcher - trailer mounted Range - 40-50' without hose up to 200-300' with hose Mulcher normally stored at Olympia

NOTE: Arrangements for emergency use of Highway Dept. equipment will normally be handled by the Washington State Civil Defense office - Olympia.

Business calls only	753-5255
Emergency calls only	753-5990
After 5:00 pm, Sat, Sun, & Holidays	753-6575

Sawdust and Barkdust Blowers:

The known sawdust and/or barkdust blowers in western Oregon and Washington are listed in Table 2. In Oregon all the known blowers are located inland from the coast. The owners did not know of any blowers located on the coast. It might be worth checking on this by contacting a lumber manufacturer in each of the significant coastal cities. There appear to be very few sawdust blowers in Washington, with the known ones located in Seattle.

Most of the blowers are capable of handling only sawdust. Barkdust is heavier than fresh sawdust and usually requires special equipment. The distance sawdust can be blown varies with the equipment, with most having a maximum range of less than 100 feet, and a maximum of 200 feet.

Generally the owners appeared to be willing to rent their equipment in case of an emergency. They would want to supply the operators for their own equipment. Most of them were uncertain about rental rates because of lack of prior rental experience.

Chemicals:

A limited effort was made to determine available supplies and sources of chemicals that could be used in cleaning up oil spills. The Coast Guard in Seattle has done a fairly thorough inventory of chemicals in the Puget Sound area. Copies of their information are included in the folder titled "Oil Spills - Information". Tables 3 and 4 contain summaries of the more pertinent information from the Coast Guard and other sources. Some follow up work is needed in this area.

Companies that have done work on cleaning up oil spills:

It appears that there are a limited number of companies that work on oil spills. Table 5 lists three companies known to be active in this area. They might be able to provide valuable information on practical methods of handling oil spills.

County civil defense directors:

Table 6 contains a list of the civil defense directors for coastal counties of Oregon. A list of county civil defense directors for Washington is included in the folder titled "Oil Spills - Information". The Coast Guard in Seattle obtained some of its inventory information from county directors. They might be a valuable source of information on the availability of equipment for emergency use. It would be a good idea to know the types of equipment and materials needed before making inquiries.

TABLE 2

Sawdust and/or Barkdust Blowers in Parts of Oregon & Washington (Unless otherwise noted, these units handle only sawdust).

Oregon

Corvallis:

Christenson Fuel Company 215 North 4th 753-7393	1 blower truck - sawdust 3 unit capacity Max range - 75 to 100' with hose

Eugene - Springfield

Reed's Fuel Company 138 - 5th Springfield 746-6535	1 blower truck - sawdust 4 unit capacity Range - up to 100' with hose Rental $12/hr
Rexius Fuel Service 750 Chambers - Eugene 342-1835	6 blower trucks - sawdust (and some can handle barkdust) Range - varies from 50 to 200' Rental - $15-$20/hr with driver

Forest Grove - Carlton

Williams Fuel Company Office: Box 42 Carlton (near McMinnville) 852-7202 Mill - located at Forest Grove 357-6730	1 blower truck - sawdust 3 1/2 unit capacity

Portland

Gallant Fuel Service 204 S.E. 139th Avenue 253-5332	2 blower trucks - sawdust or barkdust 3 units capacity Range - 60' with hose
McFarlane Sawdust Office - 3206 S.E. 65th Sawdust Pit - 2909 S.E. 96th 774-1234	2 blower trucks - sawdust 5 1/2 & 6 units capacity Range - approx. 100' with hose Rental - about $15/hr with driver
Ross Island Fuel Company 7117 S.E. 118th Drive 761-4151	1 trailer blower unit - sawdust (size of pick-up truck) Max. Range 80-90' with hose Rental - $10-$15/hr with operator. Truck & driver would be extra

Roseburg

Roseburg Lumber Company
Fuel Dept. 673-5508
Mr. Sporer - Fuel Mgr.
(Main Office - 679-8741)

1 blower truck - sawdust
3 unit capacity
Range: 70-80'
Rental - Est $12-$15/hr with operator

Note: Truck would not be available during school year as it is busy meeting local fuel needs.

Salem

Highway Fuel Company
2390 Fairgrounds Rd. N.E.
363-6444

2 blower trucks - sawdust
3 unit capacity
Max. Range. 100'
Rental - $10-$15/hr with driver

Washington

Seattle

Ohno, Mr. A. L.
702 North 65th
SU 4-2727

1 blower truck - barkdust
(Probably handle sawdust also)
Range - 150' with hose
Rental - $10-$15/hr with operator

Note: Availability would depend on contract commitments.

Sawdust Supply Company
1045 S.W. Spokane Street
MA 2-3476

2 blower trucks - sawdust
2 & 4 unit capacity
Range: about 50'

Day and Night Sawdust Company
3438 - 26th SW
WE 2-3320

1 blower truck - sawdust
Range: 45-50'

Note: The office manager feels that because of poor condition of truck and equipment it should not be considered for oil spill work. Have frequent mechanical trouble.

TABLE 3

LOCATION OF CHEMICALS THAT CAN BE USED IN CLEANING UP OIL SPILLS (APPROXIMATE AMOUNTS NORMALLY ON HAND)

Puget Sound Area

Anacortes, Washington

Holl-Chem, 5 - 30 gallon drums, Shell Refinery
293-3111

Holl-Chem, 15 - 30 gallon drums, Pacific Tow Boat
293-2931 or 734-2240

Tricon, 5 - 30 gallon drums, Texaco, Inc.
(206) 293-3131

Bremerton, Washington

Spillex (chemical emulsifier), 500 gallons
Puget Sound Naval Shipyard
Code 970, Phone 3741

Ferndale, Washington

Spill - X, 15 - 400 pound drums, Mobil Oil Corp.
384-1011

Seattle, Washington

Farrell Oil Spill Remover, 150 gallons, Naval Supply Depot
Director, Public Works Dept.
AT3-5200, Ext. 466

Wyandotte Chemical Product, 5 to 10 - 50 gallon drums
Van Waters & Rogers, Inc.
4001 1st Avenue
Seattle, Washington
MA4-5050 (Agent)

Holl-Chem Oil Spill Dispersant, 50 - 30(?) gallon drums
Holl-Chem., Inc.
502 A Maritime Building
Seattle, Washington 98104

Given a three hour lead, can produce 15,000 gallons per working day. Cost $3.30 per gallon in 30 gallon drums. In 55 gallon drums, cost is $3.15 per gallon.

Tricon, 20 - 55 gallon drums in Seattle Area
Capt. Fritzner
Marine Agent, Magnus Chemical Co.
MA2-0584, MA3-3367

Portland Area

Holl-Chem, 10 barrels

Pac Mar Services (Pacific Marine)
Swan Island (Portland)
289-5749

TABLE 4

CHEMICAL COMPANIES AND/OR REPRESENTATIVES THAT MAY HAVE INFORMATION ON CHEMICALS THAT CAN BE USED FOR CLEANING UP OIL SPILLS

Enjay Chemical Company
921 Puget Sound Bank Building
Tacoma, Washington 98402
(Corexit 7664 Oil Dispersant)

Farrel Chemical Company
705 2nd
Seattle, Washington
MA3-1993

Holl-Chem, Inc.
502A Maritime Building
Seattle, Washington 98104
MA3-7326

Magnus Chemical-Division of Economics Laboratory, Inc.
There is an office in San Jose, California
621-4075

Magnus Tricon Marine Products
Maritime Building - Seattle
Cap Fritzner - Marine Agent
MA2-0584 & MA3-3367

Turco Products Division
Purex Corporation Ltd.
1565 6th Street
Seattle, Washington

Wyandotte Chemicals Corporation
1416 Alaskan Way
Seattle, Washington 98101
MA3-1800

TABLE 5

COMPANIES THAT HAVE DONE WORK ON CLEANING UP OIL SPILLS

Pac Mar Services (Pacific-Marine)

Swan Island, Portland
289-5749 (24 hour phone AL 4-2666)

3406 13th, S. W.
Seattle, Washington
MA2-3400 (24 hour)

In both Portland & Seattle, they have one vacuum truck and four portable vacuum units.

Foss Launch & Tug Company

Seattle, Washington
AT2-1210

Tugs with monitors
4 - Seattle; 3-4 Tacoma;
1 - Bellinghan; 1 - Port Angeles

Booms - Have 50-100 boom sticks (80') available on short notice.

Pacific Tow Boat Company

23rd & Bayside
Everett, Washington
MA3-0463

Anacortes
1 - 35' boat $30/hour
1 - 45' boat with monitor $40/hour

Everett
3 boats with monitors
One of the boats is 115' $55/hour

Bellingham
1 boat with monitor

TABLE 6

COUNTY CIVIL DEFENSE DIRECTORS FOR COASTAL COUNTIES OF OREGON

Obtained From State Department of Emergency Services
Salem Ext. 641

Clatsop County	Sheriff Carl Bondietti Astoria, Oregon Phone: 325-2061
Coos County	Merlyn Hathaway 424 5th Street Myrtle Point, Oregon Phone: 572-2124
Curry County	George Morey Court House Gold Beach, Oregon Phone: 247-7840
Douglas County	Sheriff Charles A. Thomas Court House Roseburg, Oregon Phone: 672-3311
Lane County	Director - Marlowe Phone: 342-4941 Deputy Director - Don Brieger Eugene, Oregon Phone: 342-1311 Ext. 32
Lincoln County	James Hawley (He's a school teacher) At school - Phone: 265-7311 At Court House - Newport - 265-2792 Home - 265-5946 (Newport)
Tillamook County	Sheriff Delbert H. Walpole Court House - Tillamook Phone: 842-2561

AGENCIES' CAPABILITIES

APPENDIX V

U. S. COAST GUARD

The Thirteenth Coast Guard District equipment capabilities, manpower available, and potential involvement, both technically and legally, in any major pollution incident for inclusion in the Regional Contingency Plan, are listed below:

1. Personnel and equipment available to deal with a major pollution incident:

a. Rescue Coordination Center, Seattle.

This operations center, located at the office of the Commander, Thirteenth Coast Guard District is available for use as the Regional Operations Center (ROC) and is so recommended. All of the necessary communications are available for contact with the Joint Operations Center (JOC) in Washington, with other responsible agencies in the region and with all Coast Guard 13th District field units afloat or ashore. This rescue coordination center is manned 24 hours a day, seven days a week, and without augmentation can carry out initial notification and alerting procedures. Sufficient physical space is available for augmenting members of the Regional Operations Team (ROT).

b. Captain-of-the-Port Officers.

Two are in existence in this region, one at Seattle, Washington, and one at Portland, Oregon. Captains-of-the-Port have local authority under the law to control water-borne traffic, close ports, etc., and therefore are particularly suited for designation as On-Scene-Commanders OSC. When required by the regional plan to provide an OSC, the 13th Coast Guard District will undoubtedly make maximum possible use of COTP's for this duty.

Each Captain-of-the-Port has several radio-equipped patrol boats and vehicles which could be made available for pollution incidents occurring in the Portland and Seattle areas. Also, each COTP has a small staff of officers and a limited radio communications capability in the medium and FM bands. Manpower other than above is very limited. In the case of the Portland COTP, a small Aids to Navigation Station at Kennewick, Washington, is under his operational control.

c. Bases.

Two bases, one at Seattle, Washington, and one at Astoria, Oregon, exist. However, their capability to combat pollution is limited due to a low manning level. Each station does have several vehicles.

d. Coast Guard Group Offices.

Each group office has a group commander with a small staff (4-6 people) and is charged with the operational control of Coast Guard units assigned to the group. Each group has the capability of communicating with the Coast Guard rescue coordination center in Seattle and with all units assigned to the group. Each unit within a group is suitable as an on-the-scene command post for use in the event of a pollution incident.

(1) Group Port Angeles. Office located at CG Air Station Port Angeles, Washington.

(a) CG Air Station Port Angeles. Amphibious type aircraft, helicopters and radio-equipped patrol boats are available. In all probability, at least one aircraft and one patrol boat could be made available for use in pollution incidents.

(b) CG Station Quillayute, Lapush, Washington.

(c) CG Station Neah Bay, Washington

One radio-equipped boat (lifeboat type) and one vehicle would be available at each location.

(2) Group Astoria. Office located at CG Air Station, Astoria, Oregon.

(a) CG Air Station Astoria. Helicopters are stationed here, one of which in all probability would be made available.

(b) CG Station Grays Harbor, Westport, Washington.

(c) CG Station Willapa, Tokeland, Washington.

(d) CG Station Cape Disappointment, Ilwaco, Washington.

(e) CG Station Tillamook, Garibaldi, Oregon.

One manned, radio-equipped boat (lifeboat type) and one vehicle could be made available at each station.

(3) Group Coos Bay. (Office located at CG Station Coos Bay, Oregon)

(a) CG Station Depoe Bay, Depoe Bay, Oregon.

(b) CG Station Yaquina Bay, Newport, Oregon.

(c) CG Station Siuslaw River, Florence, Oregon.

(d) CG Station Umpqua River, Winchester, Oregon.

(e) CG Station Coos Bay, Charleston, Oregon.

(f) CG Station Coquille River, Bandon, Oregon.

(g) CG Station Chetco River, Brookings, Oregon.

One manned, radio-equipped boat (lifeboat type) and one vehicle could be made available at each station.

e. Mobile Radio Station. One vehicle-mounted mobile radio station stored at Seattle is available for dispatch to the scene of a pollution incident.

f. 82' Patrol Boats and one Harbor Tug. These vessels are stationed at strategic locations within the Juan de Fuca Strait and in Puget Sound. One vessel in all probability could be made available and could serve as an on-the-scene-command post in the event of a pollution incident.

g. Buoy Tenders. Several CG buoy tenders are stationed in the region. In the event of a pollution incident, one tender possibly could be committed.

2. Thirteenth Coast Guard District Capability by Phase.

The 13th Coast Guard District is prepared to designate an OSC and carry out his designated duties anywhere along the Oregon and Washington Coasts, including coastal harbors and in the Juan de Fuca Strait and Puget Sound. As to the Columbia River, the 13th Coast Guard District is prepared to assume OSC duties as far up river as The Dalles. On all other navigable waters of the region, some other agency should be so designated. This position is believed to be in agreement with the National Pollution Plan. Of course, the Coast Guard stands ready to dispatch forces as feasible to assist any designated OSC.

a. Phase I Discovery and Notification. In the event of a pollution incident, the 13th Coast Guard District will activate the ROC, notify responsible parties and assume the duties of OSC, if appropriate. If OSC, necessary forces will be dispatched to determine the extent and threat of the spill. The Coast Guard will establish a radio-equipped command post at or near the scene and dispatch the necessary forces to man it. The spill will be tracked and necessary warnings issued to shipping, threatened facilities, and communities, etc.

b. Phase II - Containment and Countermeasures. Unless the problem of containment is minimal, the 13th Coast Guard District has little in-house capability to combat the spill and furthermore has no funds with which to contract for commercial assistance. The Coast Guard OSC can recommend to the ROT his estimate of the requirements and can direct or coordinate containment or countermeasure efforts of forces and equipment supplied or contracted for by other Federal, State or local agencies. The Coast Guard OSC can monitor any steps being taken by private interests to control or combat a spill and report to the ROT as to the adequacy of measures being undertaken and make recommendations as to what further action is required.

c. Phase III - Cleanup, Restoration and Disposal. The 13th Coast Guard District can, through the Coast Guard OSC, direct and coordinate efforts to remove a pollutant from the navigable waters. However, the 13th Coast Guard District does not have the expertise or staying power to direct or coordinate the restoration of the environment to its pre-spill condition. The regional plan should provide for the relief of the Coast Guard OSC at this point and the plan should specifically provide for assumption by some other agency of OSC duties.

d. Phase IV - Recovery of Damages and Enforcement. In this respect, the Coast Guard can only collect evidence in accordance with existing instructions and cannot provide specifically-trained investigators to investigate the facts and prepare the evidence in a major oil pollution case for trial re: damages and recovery costs to the Government.

FWPCA

The FWPCA will be in direct contact with the OSC in evaluating remedial measures to be taken for containment and initiating cleanup procedures. These representatives will serve in an advisory capacity, recommending actions to the OSC. In addition, liaison officers will serve as coordinators between other Federal, State, and local agencies.

Resources Available

The FWPCA has a limited amount of surveillance equipment which would be available during a major oil spill. This is limited to several small boats for use on inland waters and the SS STREETER, a 45 ft. boat.

The Regional Office does not maintain cleanup equipment, nor does it have a supply of oil-dispersant chemicals available. During a major spill, the primary source of equipment and materials would be secured through contract agreements with other Government agencies, as well as private contractors and suppliers. An up-to-date inventory of oil cleanup equipment and materials within the Region is being prepared and will assure immediate contact with groups necessary to begin cleanup operations.

The Regional Office also has available up-to-date laboratory facilities which would become available during a major catastrophe.

Personnel Availability

The Northwest Region has a competent staff of engineers, biologists, chemists, and other technical people who would be available in an advisory capacity during a major spill. Their technical backgrounds would be of great assistance in determining and evaluating remedial procedures in areas of water quality, chemical toxicities, and cleanup operations.

DHEW

The responsibilities of the Public Health Service in the event of a spill of oil or hazardous material are related primarily to those incidents involving a threat to public health. Of most immediate concern is the case of accidental contamination of a source of public water supply.

Resources Available - To permit immediate response in the event of such an emergency, the PHS with the cooperation of the National Research Council established on April 1, 1963 the Emergency Service on Poisons in Drinking Water. To make the facilities of this office available for an emergency at any time, a 24-hour Washington, D. C. phone number was arranged for: Area Code 202-963-7512. By giving the name of the chemical agent, the amount introduced, the point of introduction and the volume of water at point of introduction, the purveyor can expect a response within three hours on the degree of toxicity of the contaminant and recommended emergency action. Upon receipt of such calls directly from a purveyor, the Emergency Service also immediately contacts the nearest PHS water supply consultant who in turn contacts the State Health Department. In the event of contamination of less than emergency proportions, the PHS can provide technical assistance to State Health Departments upon request to either the Portland Field Office of the Bureau of Water Hygiene, Area Code 503-226-3751 or the San Francisco Regional Office Area Code 415-556-5678.

Personnel Availability - In the event of an emergency spill involving commercial shellfish growing areas, the capabilities of the Northwest Marine Health Sciences Laboratory, Purdy, Washington, would be extremely

important in providing assistance to the State Health Department. Additional competency in cases involving potential food fish product contamination is available in the Food and Drug Administration District Laboratory in Seattle. Contact with these technical facilities can be made through the San Francisco or Portland offices or, if necessary, they can be contacted directly.

DHEW

CONTACT:

Portland - Francis L. Nelson - phone 226-3361 ext. 1751
home 646-1592

San Francisco Regional Office - phone 415-556-5678

BUREAU OF COMMERCIAL FISHERIES

The contribution of BCF to Government efforts to control a major oil spill are in three areas: administrative, oceanographic, biological.

Administrative: Regional personnel have made observations of oil damage and the effect of oil control methods on aqratic species following the TORREY CANYON disaster in 1967 and the OCEAN EAGLE wreck in 1968. They will be available to serve in an advisory capacity in the development and formulation of plans for control actions immediately following an oil disaster.

Oceanographic: The Bureau has a staff of well-trained oceanographers at the Biological Laboratory, Seattle, who have extensive knowledge concerning oceanographic currents in the Pacific Northwest and would be in a position to forecast with some certainty the movement of oil masses in this area.

Biological: Knowledge of aquatic species in the fresh water estuarine and marine environment in the Pacific Northwest is available from the Biological Laboratory also. Extensive knowledge has been developed concerning currents and the behavior of fish and shellfish in this area and could provide information to guide those involved in making decisions concerning control methods into the selection of techniques which would minimize damage to aquatic resources.

Equipment: Four major vessels and several smaller craft could be available for scientific observations following a major oil spill. The availability of these vessels would depend on their operating schedules, since they are often at sea ranging from California to the Pribilof Islands.

Vessels:

MILLER FREEMAN	214 ft.
GEORGE B. KELEZ	176 ft.
JOHN N. COBB	93 ft.
PRIBILOF	215 ft.

BUREAU OF COMMERCIAL FISHERIES

CONTACT:

John B. Glude, Dep. Reg. Dir. Pac. NW Region
6116 Arcade Building, Seattle 206-583-7575

Dr. Gerald B. Collins, Lab. Dir. BCF Biological
2725 Montlak Blvd., E. Seattle 206-583-4445

NATIONAL PARK SERVICE

The National Park Service has biologists located at several parks throughout the Western Region who could be made available to assist, as consultants, in the event of a major oil spill emergency.

Equipment capabilities are limited to some small, fresh-water craft and a limited number of pieces of road construction vehicles, which are located some distance from coastal, interstate, and navigable water.

NATIONAL PARK SERVICE

CONTACT: John A. Rutter, Regional Director, National Park Service, San Francisco, California

BUREAU OF SPORT FISHERIES AND WILDLIFE

The input from the Bureau, in the event of an actual emergency, would include the assignment of one or more water quality experts, game management agents experienced in law enforcement procedures and techniques necessary to the protection of waterfowl, and fishery biologists, along with boats and vehicles within a reasonable distance from the occurrence of the disaster. The special investigative abilities of game management agencies will be available, as these men would be some of the earliest representatives on the scene of an oil spill. Personnel would maintain a close, joint coordination with the fisheries personnel of all State and Federal agencies on the dangers and procedures necessary for protecting the aquatic resources and waterfowl.

BUREAU OF SPORT FISHERIES AND WILDLIFE

CONTACT:

Portland Regional Office -

Jack E. Hemphill, Assistant Regional Director 234-3361 ext. 268
home - 645-2296

Clary E. Crawford, Assistant Regional Director 234-3361 ext. 253
home - 292-6881

BUREAU OF LAND MANAGEMENT

BLM has a limited number of personnel who would be available during land cleanup operations.

Equipment capabilities are limited to a few pieces of mobile equipment which may be used -- such as a back-hoe, dump trucks, motor patrol grader, etc. This equipment is largely located at the Tillamook C. C. Center.

BUREAU OF LAND MANAGEMENT

CONTACT:

Mr. Daniel P. Baker, Acting Director
Bureau of Land Management
Oregon State Office
729 N. E. Oregon Street
Portland, Oregon 97208

REGIONAL MULTI-AGENCY OIL AND
HAZARDOUS MATERIAL POLLUTION CONTINGENCY PLAN
CORPS OF ENGINEERS
NORTH PACIFIC DIVISION

1. Purpose. The purpose of this plan is to set forth the capabilities of the Corps of Engineers to assist in combatting oil or hazardous material pollution incidents in navigable waters within the boundaries of the North Pacific Division except for Alaska.

2. Scope. This plan covers the activities of the Division office, and the Portland, Seattle and Walla Walla District offices. Jurisdictional boundaries of the North Pacific Division and the three districts are shown on the attached map. Addresses and telephone numbers of Corps offices are given in inclosed chart.

3. Capabilities under Statutory Authorities: The following actions can be undertaken by the Corps of Engineers in Connection with oil spills under its statutory authorities:

a. Refuse Act: Pending modification of the Clean Water Restoration Act of 1966 (PL 89-753), the Corps of Engineers will continue to administer and enforce the provisions of Section 13 of the Rivers and Harbor Act of 3 March 1899, commonly called the "Refuse Act" in connection with oil spills.

b. Wreck Removal: In removing wrecks from navigable waters under Sections 19 or 20 of the River and Harbor Act of 1899, the Corps of Engineers will conduct its operations to minimize any oil pollution. In this connection, the Corps will consult with the USCG and FWPCA as to best methods for containment and removal of any oil from the wrecked vessel. Removal of wrecks under the cited authority is accomplished only upon a determination that the wreck constitutes an obstruction to or would endanger the navigation of the waterway. This authority does not cover removal solely for the purpose of minimizing or stopping oil leakage from the wrecked vessel.

c. Corps of Engineers Floating Plant: In the event of an accident to Corps-owned floating plant which causes discharge or leakage of oil, the Corps will take immediate action to report the incident and clean up any of the spilled oil from such floating plant. The Corps will seek assistance from USCG and FWPCA on evaluating pollution threat and determining methods for removal.

4. Other Corps of Engineers Capabilities: Upon receipt of a request from competent authority and citation of funds, the Corps of Engineers can, consistent with its operational requirements, provide the following assistance:

a. Provide personnel to investigate and report on an oil pollution incident.

b. Provide the items of floating plant enumerated in the attached listing with operating crews for assistance in pollution emergencies. The Corps can also provide various items of land plant, such as cars, trucks and cranes with operators for emergency use.

c. Award and supervise contract services for containment, removal, or cleanup of a pollution incident.

5. Assumption of Responsibility for On-Scene Operations: In accordance with the policy enumerated by the Secretary of Defense, the Corps of Engineers will assume responsibilities for on-scene operations for incidents described in paragraphs 3b and 3c above. If necessary, the Corps could assume on-scene responsibilities for pollution incidents on the Columbia River above Bonneville and on the Snake River, subject to the allocation of funds for such work.

REGIONAL MULTI-AGENCY OIL AND
HAZARDOUS MATERIAL POLLUTION CONTINGENCY PLAN
CORPS OF ENGINEERS
NORTH PACIFIC DIVISION

FLOATING PLANT LIST

PORTLAND DISTRICT

Three seagoing Hopper Dredges. (Normal area of operations includes the West Coast and Hawaiian Islands.)

BIDDLE, 3060 cubic yards Hopper capacity
HARDING, 2682 cubic yards Hopper capacity
PACIFIC, 500 cubic yards Hopper Capacity

Three pipeline Dredges. (Not adapted for ocean towing.)

MULTNOMAH, 24 inch
WAHKIAKUM, 24 inch
LUCKIAMUTE, 12 inch

Five tugs and tenders.

OJA, HULD, LENNAN, MATTSON and SANTIAM, all 45-ft. length.

Two survey boats.

HICKSON, 65 feet
BRAY, 52 feet

Three fuel barges, Non-propelled.

Two with capacity of 4482 bbl.
One with capacity of 240 bbl.

Two LCM propelled ferry barges, 73 feet.

Miscellaneous equipment.

Fifteen anchor and equipment barges. Up to 500 tons capacity.
Eight personnel launches, 16 to 24 feet.

SEATTLE DISTRICT

One Snagboat, 163-foot with stiff-leg derrick. (70 ton maximum capacity)
One YSD with crane, (12 ton capacity)
Two Survey Boats, 30 and 65 feet.

WALLA WALLA DISTRICT

Six Survey Launches, 17 to 26 feet
One LCM, propelled, 56 feet.

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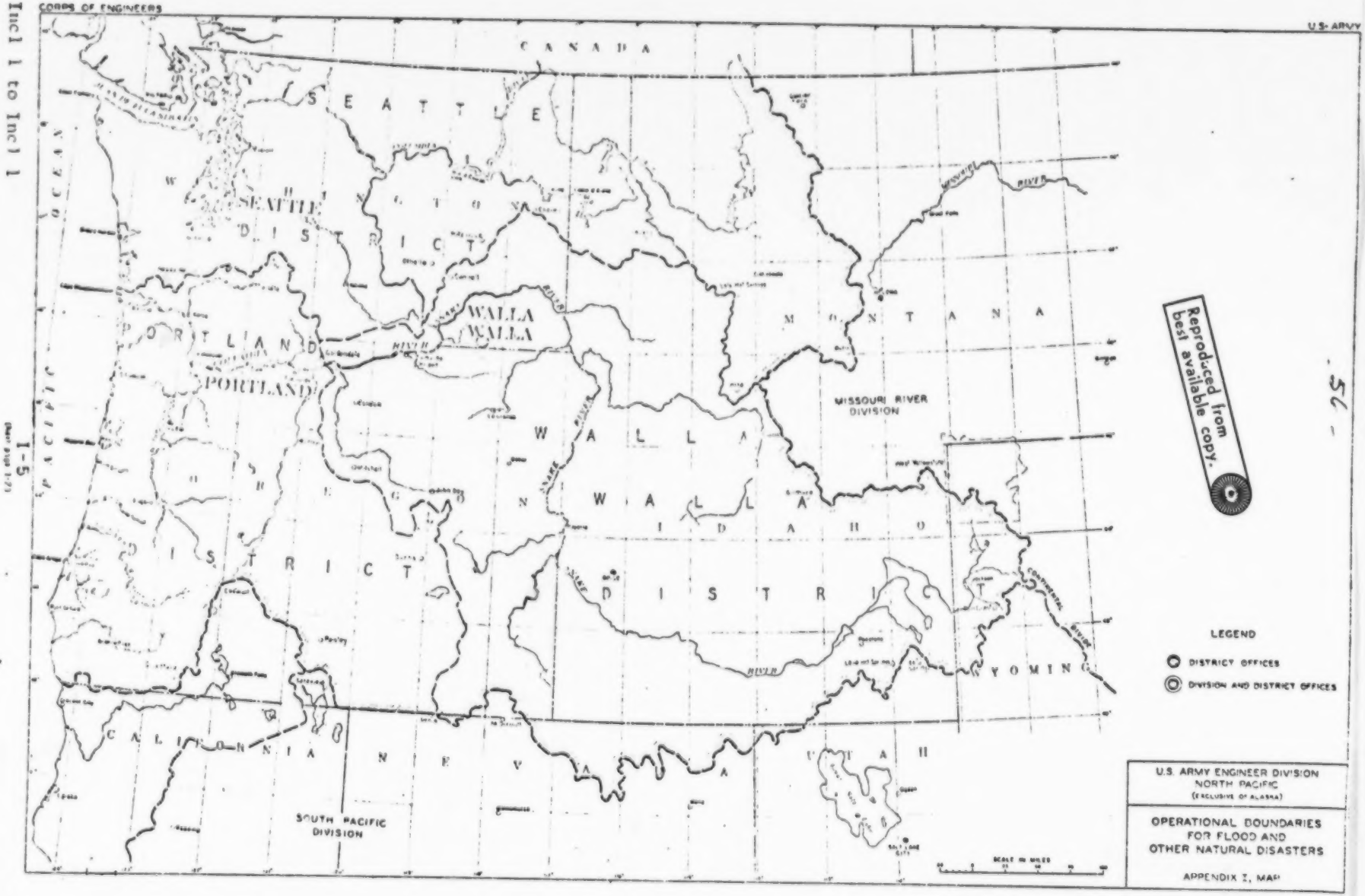

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